HJKDS

POINT BARROW
LEGEND

NORTH

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Supplement Alaska for details involving airport lighting, navigation aids, and services. For additional airport information refer to the Chart User's Guide.

AIRPORTS

- Civil-use Hard-surfaced runway(s) 1500 ft. to 8069 ft. in length
- Hard-surfaced runway(s) 8070 ft. to 10,000 ft. in length
- Hard-surfaced runway(s) greater than 10,000 ft. in length (runway number(s) are shown)
- Military-use airport/airbase with runway configuration indicated, approximate scale and orientation
- All recognizable hard-surface runways, including those closed, are shown on the chart.

AERONAUTICAL POINT INFORMATION

- Private "(Pvt)" - Non-public use heliport, emergency or landmark value
- Military - Other than USAF/USN/USCG airports are identified by abbreviations (AFB, NAS, LAF, etc.)
- Abandoned - airport having landmark value, 3000 ft. or greater
- Right Rotor Required
- Seaplane Base

Services, fuel available and field tended during normal working hours. Consult Supplement Alaska for complete details. Hours of airport operation are Mon thru Fri 1330Z-0130 Z Sat-Sun thru Consult Supplement Alaska for service availability at airports with limited operating hours or by NOTAM.

- Rotating airport beacon in operation Sunset to Sunrise

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Class B airspace (Shelf) - effective below 10,000 ft. MSL, as shown on this chart. All times are local.

- Class B Airspace
- Class B Airspace (Shelf) (see FAR 91.131(b))
- Class C Airspace
- Ceiling of Class D Airspace in hundreds of feet above airport elevation (value indicates surface up to (but not including) that value)
- Class D and E (sfc) Airspace
- Class E Airspace with floor 1200 ft. or greater above surface (700 ft. AGL shelf)
- Class E Airspace with floor 1200 ft. or greater above surface (1200 ft. AGL shelf)
- Class E Airspace greater than 700 ft. above surface

Class E Airspace extends upward from 700 ft. or more above the surface of the earth.

Class E Airspace has altitude floors as indicated by dashed blue lines. Floors may change at points where adjacent altitudes intersect.

- Class E Airspace floor 1200 ft. AGL unless otherwise indicated
- Class E Airspace floor 14,500 ft. MSL unless otherwise indicated

Class E Airspace has altitude FAG1 Routes as indicated by dashed blue lines.

FAG1 segment altitudes are MEA.

- Prohibited, Restricted, and Warning Areas, Danger, and Restricted Areas
- Alert Area and MOA (see Chart User's Guide)
- Special Airport Traffic Area (see FAR 93 for details)
- Military Operations Area (MOA)
- ADIZ ( ) (See FAR 99.21(b)(6))
- National Security Area
- Military Training Routes (IR - Instrument Flight Rules; VR - Visual Flight Rules; SR - Slow Routes)
- VOR - Military Training Route

OBSTRUCTIONS

- 1424 ft. AGL / 1824 ft. MSL
- Group Obstruction
- Obstruction with high-intensity lighting, number indicates AGL height; direction of the top arrow indicates the direction of the top light
- Height above ground or water surface, as reported; position and elevation unverified

NOTICE: Only obstructions 200 ft. AGL or greater above ground level are shown.

MISCELLANEOUS

- Isogonic Line (0000 VALUE)
- Charted Area
- Heavy Bird Activity
- Glider Operations
- Parachute Jumping Area (See Supplement Alaska)
- Weather Reporting (See Supplement Alaska for latitude/longitude)

COMMUNICATION BOXES

CHICAGO CTR 132.1 (ZAU)

Other facilities Lts, FSS Outlet, Unicom 122.950 (see Supplement Alaska)

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- Other facilities, Lts, FSS Outlet, Unicom 122.950 (see Supplement Alaska)
- Non-Directional Radiobeacon (NDB)
- NDB - DME

TOPOGRAPHIC INFORMATION

- Roads & Road Markers
- Railroad
- Power Transmission Line
- Aerial Cable
- Landmark Feature - stadium, factory, school, golf course, etc.
- Lighthouse
- Lookout Tower
- 618 Elevation (base of tower)
- Radio Tower
- Tank - water, oil or gas
- Oil Well
- Water Well
- Mine or Quarry
- Windmill
- 11820 Elevation of Pass

Pass symbol does not indicate a usable pass for aircraft operations. Pilots should not rely on the depiction of a pass on the chart. Mountainous terrain operations should be conducted only by pilots who are familiar with the area. Rapidly changing mountain weather conditions may exist at any time.

- Ferry/Cable Line
- Rivers, Streams, Lakes
- Bridges and Viaducts

POINT BARROW
SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 65°20' and 70°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

72 NDEDITION EFFECTIVE 09012 6 MAY 2010
TO 09012 5 MAY 2011

Includes airspace amendments effective 8 APR 2010
Includes changes listed in NOTICE TO AIRMEN (NOTAM) 0902

Information on this chart will change; consult/obtain updates of chart changes as conditions warrant. All dops in the SUPPLEMENT ALASKA Chart Bulletin section (online at http://charts.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE
AGREEMENTS AND MILITARY SPECIFICATIONS
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 1000 feet
Intermediate contours shown at 500 feet
Auxiliary contours shown at 250 foot interval

HIGHEST TERRAIN in this area is ..... 9030 feet
located at 69°17'N - 143°54'W

Spot elevation ..... • 4054
Approximate elevation ..... × 5800

Doubtful locations are indicated by omission of the point locator (dot or "x").

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only those VR routes which cross or come within 5 miles of the limits of this chart are depicted. Route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are revised every 6, 9, 12 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment will be indicated in the Associated Data Block (see Chart Symbols).

Visit users web to Area Planning AP/1B Military Training Routes North and South America for current routes.

Published by the U.S. Department of Transportation
Federal Aviation Administration
National Aeronautical Charting Services
http://charts.faa.gov

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NSN 7641014100138
SECXXPTBARROW
Unit: each 10126

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands): 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
METERS (Thousands): 0 1 2 3 4 5 6 7 8 9

ATTENTION:

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines (NOS/NGA) or red dashed lines (FAA) are based on the highest elevation on each charted major map level. The MEF is based on information available concerning the highest known features, antennas, etc.) quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 13,000 feet 13

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
AMS/NS1 Distribution Team
6500 S. MacArthur Blvd.
Storm Data, MD 20746-4030
Online at http://charts.faa.gov
Email: 9-AMC-Charts@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION INVOLVING CANADIAN AIRSPACE.

AIRSPACE CLASSIFICATION (SEE CANADA FLIGHT SUPPLEMENT) AND PROCEDURES IN CANADIAN AIRSPACE (FOR PLANNING AFIS) MAY DIFFER BETWEEN CANADA AND UNITED STATES

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

SPECIAL USE AIRSPACE ON POINT BARROW SECTIONAL CHART

Volcanic activity reported on an NDS and in Pilot Time & Spot.
"Flight Hours" and "Times Including" - Flight hours.
"Times Including" - Local time of operations.
Contact nearest FSS for information.

Date/Time by NOTAM.
NOTAM - Use of this term in Restricted Area, Warning Area, and MOA charts means: Use of this area is all-NOTAM-operations. No pre-NOTAM routes.

U.S. PROHIBITED, RESTRICTED, TR WARNING, & ALERT, MOA--MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY / EFFECT ON PILOTS	FREQUENCIES
R 5202 (CW - TX SLF A/A MG - 100)	SFC TO 50,000	H 1200Z-0400Z		
R 5204 (NW - 1000 TX SLF A/A MG - 100)	SFC TO 50,000	(M) MEL IN ADVANCE		
		(H) 1200Z-0400Z		
		(M) MEL IN ADVANCE	ARTCC/ADVISORY UNIT	

You are requested to report discrepancies in charted information that come to your attention while using this chart. Telephone toll free at 1-800-638-8851, or email us at 9-AMC-AeronavWeb@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://charts.faa.gov/faq.aspx. If you have a question that is not answered on our web. Where submission of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Navigation Services, ESMC-4, Bin #AWA, 1305 East West Highway, Silver Spring, MD 20910-3281.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission lines, telecommunications wires, antennas or obstacles which may be encountered below reasonable and safe altitudes.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

CAUTION: Before landing there-in by aircraft on the lands or waters within the boundaries of lands administered by the National Park Service, U.S. Fish and Wildlife Service, or U.S. Forest Service, pilots must contact the managing agencies for any requirements that may be in effect. The landing of helicopters is prohibited on the lands and waters administered by the National Park Service in Alaska, except at locations designated in writing by the Superintendent concerned. Contact information for any portions of these areas contained on this Sectional Chart can be found in the chart margin. For contact information for all these areas in Alaska, see Supplement Alaska (Alska Notices).

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of wilderness and wildlife areas, including the Arctic National Wildlife Refuge, Bering Sea Wilderness, Misty Fiords National Monument, and Alpine Lakes Wilderness Area. Helicopters may be operated at lesser altitudes when flight operations are conducted in accordance with a special use permit, contract, or other written authorization, or for certain purposes, such as: transporting supplies to or between camps, performing official business of the managing agency or in emergency situations involving the safety of persons or property or the protection of natural resources.

Pilots are warned that it is unlawful at any altitude to use an aircraft to harass any wildlife (16 USC 742j-1, 50 CFR 36.21(a)). Harassment includes, but is not limited to, any knowing, willful, or negligent action that results in the disturbance or molestation of wildlife, including, but not limited to, any activity that: cause wildlife to flee; interrupt or disrupt normal breeding, feeding, or sheltering activities; or significantly delay the movement of wildlife from one area to another.

Airports of National Park Service areas, U.S. Fish and Wildlife Service areas, U.S. Forest Service areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon pilots to become familiar with the procedures outlined in the Aeronautical Information Manual (AIM) section 6-2-3 for intercept procedures. Additionally, if U.S. military fighter are intercepted an aircraft and flares are dispensed in the area of that aircraft, aviators will refrain from dispensing flares and immediately contact the military fighters on guard or VHF guard 121.5 or UHF 243.0 and follow the intercepts visual (ICAO) signals. Be advised that non-compliance may result in the use of force.

POINT BARROW

POINT BARROW